

Claims

- [c1] A contour to the landing gear of an aircraft such that ambient airflow causes rotation of the wheel.
- [c2] A contour as claimed in claim 1 wherein the rotational bias from the airflow is caused by the installation of a Spin-Up Rotor (a "hub") onto the wheel.
- [c3] A hub as claimed in claim 2 wherein the attached hardware is contoured for aerodynamic performance such as an anemometer, fitted with mating surfaces and/or holes such as to match the existing wheel mounting hardware, and thus clamped between the original wheel and lug nuts for a retrofit installation that requires no additional hardware, no additional moving parts, and no significant changes to operational procedures.
- [c4] A contour as claimed in claim 1 wherein the rotational bias from the ambient airflow is caused by diversion of the airflow against the wheel by use of a diverter (a "cup"; a contoured "baffle", blade, or similar engagement to the air stream) which is mounted onto the non-moving (non-rotating) portions of the landing gear near the wheel, and operates passively (requiring no moving

parts, electricity, hydraulics, etc.).

- [c5] A contour as claimed in claim 1 wherein the rotational bias from the ambient airflow is caused by aerodynamic surfaces intrinsically built into (i.e. without retrofit – originally incorporated into the landing gear component during manufacture) the wheel, tire tread, suspension, or similar region of the aircraft.